Amendments to the Specification:

Please replace the paragraph beginning at page 17, line 9, with the following rewritten paragraph:

Figure 4 is a section view of the upper plate taken along lines 4-4 of Figure 3;

Please replace the paragraph beginning at page 3, line 4, with the following rewritten paragraph:

Changing caster primarily affects four ~~things,~~ things: high speed stability, camber gain, bump steer characteristics and relative corner weights (wedge). Increasing caster generally increases straight line directional stability. This is good for an application such as drag ~~racing,~~ racing; however, other parameters such as bump steer and wedge may be adversely affected making handling for applications such as street driving or road racing unacceptable. Excessive caster settings will increase required steering effort, cause excessive tire wear and reduce braking ability. Negative caster requires less steering effort but directional stability is adversely affected. Some racing applications may require different caster settings on each side of the vehicle. For example, oval track racers often run more positive caster on the right side wheel than the left. The caster

split helps pull the car down into the turn, helps the car turn in the center of the turn, and helps the car maintain traction exiting the turn.

Please replace the paragraph beginning at page 14, line 19, with the following rewritten paragraph:

The suspension tuning kit may be installed on either one or both sides of the front suspension of the vehicle and each strut may be independently adjusted to suit the ~~drivers~~ driver's needs.

Please replace the paragraph beginning at page 17, line 2, with the following rewritten paragraph:

Figure 1 is a perspective view illustrating the front portion of a vehicle equipped with **a** strut front suspension;

Please replace the paragraph beginning at page 19, line 10, with the following rewritten paragraph:

Referring to Figures 2-5, the upper plate 102 is illustrated. The upper plate 102 includes an outer contoured edge 120, a top surface 114, a bottom surface 116 and at least one rounded bottom corner 122. In a most preferred and non-limiting embodiment, the upper plate is constructed of aluminum and is about 0.590 of an inch thick. It should be appreciated that the upper plate may be

made thinner or thicker as the space requirements, materials and wheel loads require. The upper plate may alternatively be made from other metals which may include, but should not be limited to steel, titanium or suitable combinations thereof. The contoured outer edge 120 and the rounded bottom corner 122 cooperate to allow the upper plate 102 to be moved over a broad range while assembled juxtaposed to the upper surface to the strut tower without interference between the upper plate 102 and the inner fender wall 18. The radiused lower corner 122 is particularly adapted to allow the upper plate 102 to abut the fillet 103 where the inner fender wall 18 and strut tower 14 (Figure 1) are joined. The upper plate 102 includes four secondary camber adjustment slots 118, 124 extending through the upper plate with one secondary camber adjustment slot 124 being substantially longer than the other three. The shorter slots 118 are constructed and arranged to cooperate with the existing three camber adjustment slots 28 in the mounting member 24 of the strut tower 14. The longer slot 124 cooperates with a round aperture 126 (Figure 2) which is drilled through the mounting surface 24 of the strut tower 14. In the preferred embodiment the existing camber adjustment slots 28 cooperate with the secondary camber adjustment slots 118, 124 to allow about three degrees of camber adjustment. In a most preferred embodiment the camber adjustment slots are constructed

and arranged to allow wheel camber to be adjusted between about 0 degrees and about -3 degrees.

Please replace the paragraph beginning at page 20, line 19, with the following rewritten paragraph:

"The upper plate 102 also includes a contoured cavity 127 which extends upward into the bottom surface 116 and a centrally located oval shaped aperture 128. The contoured cavity 127 and the oval aperture 128 cooperate to partially enclose the strut mounting plate while permitting caster adjustment with or without disconnection of the strut member 16 (Figure 1). In a most preferred non-limiting embodiment, the cavity extends about 0.300 of an inch into the upper plate. It should also be appreciated that the cavity depth may be varied to accommodate space, material and wheel load requirements. At least two caster adjustment slots 130, 131 extend through the top surface 114 into the cavity 127 and are arranged to have **a** substantially transverse axis to the camber adjustment slots 118 and 124. In the preferred embodiment one of the caster adjustment slots 131 is longer than caster adjustment slot 130. The longer caster adjustment slot 131 is constructed and arranged to accommodate two spaced apart fasteners for increased securement of the strut mounting plate. In the preferred embodiment the caster adjustment slots 130, 131 are constructed and

arranged to allow about 3 degrees of adjustment. In a most preferred embodiment, the caster adjustment slots allow the caster to be adjusted between about +4 degrees to about +7 degrees."

Please replace the paragraph beginning at page 21, line 18, with the following rewritten paragraph:

Referring to Figure 6, a strut mounting plate 104 is illustrated. In the preferred embodiment, the strut mounting plate includes a flat plate portion 132 and an integrally formed upwardly extending boss 134. The outer edge 138 of the flat plate portion is contoured and sized to fit into the upper plate cavity 127 (Figure 5). The flat plate portion includes at least two and preferably three threaded apertures 136. The apertures are arranged to align with the caster adjustment slots 130, 131 in the upper plate 102. A plurality of threaded fasteners (not shown) extend through the upper plate caster slots 130, 131 and cooperate with the threaded apertures 136 to permit the strut mounting plate to be secured in a desired position with respect to the upper plate. In a most preferred embodiment the flat plate portion is about 0.285 of an inch thick. The thickness of the flat plate portion and the upper plate cavity depth cooperate to allow the strut mounting plate to be slid into a desired caster position while the upper plate is secured in place with respect to the strut

tower. The upwardly extending boss 134 includes a bore 140 extending therethrough. The bore is constructed and arranged to secure the upper end of a strut member 16 (Figure 1). In the preferred embodiment the bore 140 includes a resilient member or hemispherical member (not shown). Snap rings, well known in the art, cooperate with an upper snap ring groove 142 and a lower snap ring groove 144 to retain the resilient or hemispherical member within the bore. The resilient member and the hemispherical member are constructed and arranged to cooperate with the upper end of the strut member 16 to allow the strut member to pivot a predetermined amount.

Please replace the paragraph beginning at page 23, line 5, with the following rewritten paragraph:

Referring to Figures 7-8, the first lower plate 106 is illustrated. The first lower plate is generally L-shaped and includes three fastener apertures 146 therethrough. The three fastener apertures are constructed and arranged to align with the strut tower camber slots 28 and the upper plate camber adjustment slots 118 (Figure 2). In the preferred embodiment a first group of threaded fasteners 148 extend through the fastener apertures 146 and the heads 150 are secured to the lower side face 152 via weldment. The first lower plate 106 is positioned parallel and

juxtaposed to the bottom surface of the mounting member 24 of the strut tower 14. The first group of threaded fasteners 148 have sufficient length to extend through the mounting member of the strut tower and the upper plate. At least three threaded nuts 151 cooperate with said first group of fasteners to secure the upper plate in a selected position with respect to the strut tower.

Please replace the paragraph beginning at page 23, line 21, with the following rewritten paragraph:

Referring to Figures 9-10, the second lower plate 154 is illustrated. The second lower plate is generally rectangular and includes a beveled corner 156 and at least one aperture 146. In the preferred embodiment a fourth threaded fastener 148 extends through the fastener aperture 146 and the head of the fastener is secured to the lower side face 158 via weldment. The second lower plate 108 is positioned parallel and juxtaposed to the bottom surface of the mounting member 24 of the strut tower 14. The threaded fastener 148 has sufficient length to extend through the drilled aperture 126 in the mounting member of the strut tower and the upper plate 102. A threaded nut (not shown) cooperates with the fourth fastener to secure the upper plate in a selected position with respect to the strut tower. In addition, the second lower plate may include a means for preventing rotation of the

second lower plate with respect to the strut tower mounting member, illustrated herein as a threaded aperture 147. The threaded aperture is generally constructed and arranged to cooperate with a second drilled aperture (not shown) located in said mounting member 24 of said strut tower, wherein a threaded fastener (not shown) extends downward through said mounting member and threadably engages the threaded aperture, whereby rotation of the second lower plate is prevented.